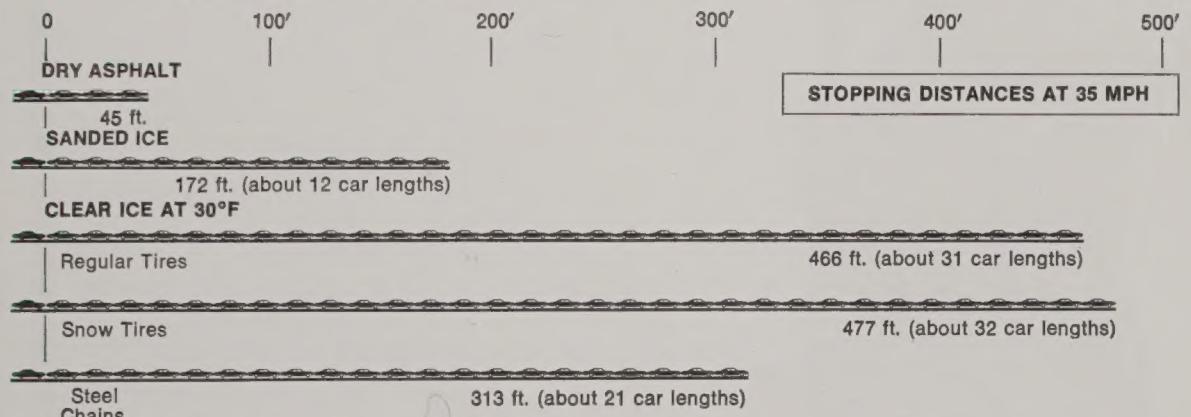


Consistent with the public interest in effective aids for winter driving the Canada Safety Council and the Ontario Provincial Police have run performance tests with regular highway tires, studded and unstudded snow tires and various tire attachments on ice and in snow. Here are some of the more important facts they found out.



STOPPING ABILITY

Good drivers drive at lower speeds on ice especially when the ice is near the melting point. On ice, no matter what type of tire, a car has to travel at less than 20 mph to stop in the same distance (about 120 feet) as a car driven on bare pavement at 50 mph.

As speed increases so do stopping distances, so that it can take almost 800 ft. to stop at 50 mph with regular or snow tires. Stopping distances on ice are always 5 to 10 times greater than those on bare pavement irrespective of the type of tire or tire attachment.

The most effective way of reducing these stopping distances on ice is by sanding the ice which shortens stopping distances almost to one-half for all types of tires when the ice is near freezing point. Sanding is less effective at lower temperatures.

Remember that pumping your brakes will help directional control, though it may not reduce the total stopping distance. Also, your reaction time must be taken into account.

CHANGING LANES

Changing lanes or direction on ice can be hazardous. In the tests no type of tire could make a lane change manoeuvre on ice at more than 18 mph. The same manoeuvre can be done at 60 mph on bare pavement. Most tires could only avoid skidding or sliding at up to 12-15 mph.

STARTING TRACTION

Starting traction was measured to judge ability to get moving on ice or loosely packed snow. In both cases properly adjusted steel chains give the best performance by far and there is little difference between regular and snow tires. However snow tires are known to be more effective in loose fresh snow than regular tires, though this was not tested.

THE USE OF STUDDED TIRES IS ILLEGAL IN ONTARIO

The Canada Safety Council Tests showed that, while studded tires do reduce stopping distances on ice near the freezing point, especially when fitted on all 4 wheels, they may increase stopping distances at 18° celsius on ice and on bare concrete pavement (wet or dry). The wearing action of studded tires on bare pavement causes wheel ruts in which water may pond and removes the skid resisting surface texture of concrete pavement, both of which increase the risk of loss of control and skidding in wet weather. The erasure of traffic markings by studded tires also creates another year round hazard to safe driving.

But you can obtain the advantages of studded tires without any of the disadvantages. If you drive with regular or snow tires at 40 mph, you can stop in the same distance as you could have stopped with 4 studded tires at 50 mph. At lower speeds or with studded tires on the rear only, the difference is even less than 10 mph.

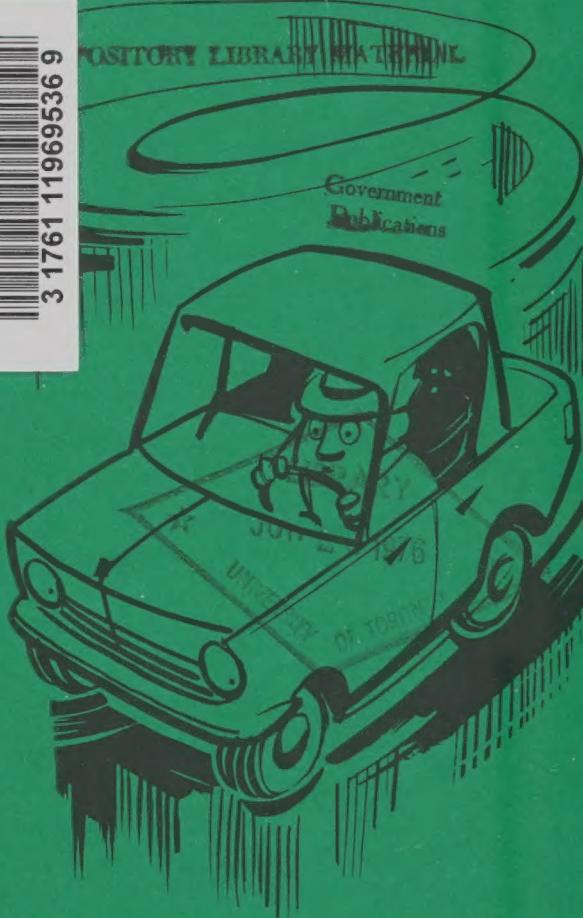
CAR 20
DT
- Z 240

SAFETY

3 1761 11969536 9

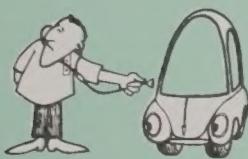
DEPOSITORY LIBRARY MATERIAL

Government
Publications



**Winter
Driving
Tips**

TREAT YOUR CAR TO A CHECK-UP



Cold weather puts extra demands on your car. Some points to check...

BRAKES . . . should be properly adjusted, with good linings.

LIGHTS . . . should be working, with headlights aimed properly.

BATTERY . . . tired batteries die in cold weather.

TIRES . . . good tread on regular tires or, better still, snow tires. Bald tires can't grip on ice and snow. If your regular tires are radials, use radial snow tires.

WINDSHIELD WIPERS . . . Worn out blades won't do the job. Keep anti-freeze in the washers.

MUFFLER and TAIL PIPE . . . a faulty exhaust, leaking carbon monoxide, could kill you.

ENGINE TUNE-UP . . . for colder weather.

GET OFF TO A GOOD START: Slow and easy does it!

On packed snow or ice, start in second gear with manual shift, in drive with automatic. Start gently and gradually.

In deep snow, turn your wheels a few times to clear a space. Then straighten them and start gently. Gunning the motor spins



the wheels and turns snow to ice. If the car won't move, follow your car manual for rocking procedure.

JACK RABBIT STARTS CAUSE WHEELS TO SPIN!

WATCH OUT FOR TEMPERATURE CHANGES



Ice is more slippery near the melting point than it is at lower temperatures.

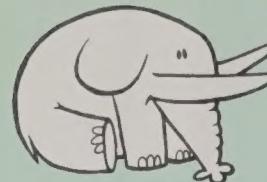
KEEP GOING ON HILLS

If you have to stop on a hill, you may not have enough traction to get moving again. It's better to start in a lower gear and keep moving.

ALWAYS KEEP AT LEAST ONE WINDOW OPEN A LITTLE AT ALL TIMES

It will prevent the other windows from fogging while you drive and from frosting when parked. And it might save you from carbon monoxide poisoning. Remember to carry a windshield scraper.

PACK YOUR TRUNK FOR EMERGENCIES



A shovel, bag of sand or ashes, and tire chains could save a tow truck bill.

GET THE FEEL OF THE ROAD

Start out slowly and smoothly. As soon as traffic permits, try your steering, gas and brakes to get the feel of the road.



KEEP A BIGGER CUSHION OF SAFETY



Stopping takes longer on winter roads. And, you may not spot a hazard as quickly when visibility is poor. Thus, you need more stopping room between cars.

IF YOU DO HAVE TO STOP IN A HURRY

Pump the brakes. Jamming them on can lock the wheels and cause a disastrous skid.



IF YOUR CAR STARTS TO SKID

Turn the front wheels in the direction the back end is swinging.

AND TEMPERATURE TRAPS!

Watch out for shady spots where ice may stay longer after the sun has dried the rest of the road. And remember, bridge decks ice first when the temperature falls.



ROAD CONDITION REPORTS

VF
Winter road condition reports are available 24 hours a day between November and April by telephoning the nearest Ontario Ministry of Transportation and Communications office. Information can be obtained on weather and road conditions in any part of the Province before starting out on your trip from any of the offices listed below:

BANCROFT	332-3220	NEW LISKEARD	647-6761
BURLINGTON	637-5625	NORTH BAY	474-0044
CHATHAM	354-1400	OTTAWA	745-7049
COCHRANE	272-4333	OWEN SOUND	376-7350
HAMILTON	527-9131	PORT HOPE	885-6381
HUNTSVILLE	789-2391	SAULT STE. MARIE	256-5682
KENORA	468-6494	STRATFORD	271-3550
Kingston	544-2220	SUDBURY	522-9380
LONDON	681-2047	THUNDER BAY	577-6451
TORONTO	248-3561		

ONTARIO PROVINCIAL POLICE

District Headquarters

District No. 1, CHATHAM, ONT.	352-1122
District No. 2, LONDON, ONT.	681-0300
District No. 3, BURLINGTON, ONT.	528-0666
District No. 4, NIAGARA FALLS, ONT.	356-1311
District No. 5, DOWNSVIEW, ONT.	248-3151
District No. 6, MOUNT FOREST, ONT.	323-3130
District No. 7, BARRIE, ONT.	726-6484
District No. 8, PETERBOROUGH, ONT.	742-0401
District No. 9, BELLEVILLE, ONT.	968-6495
District No. 10, PERTH, ONT.	267-2626
District No. 11, LONG SAULT, ONT.	534-2223
District No. 12, NORTH BAY, ONT.	472-4343
District No. 13, SUDBURY, ONT.	675-1361
District No. 14, SAULT STE. MARIE, ONT.	254-1415
District No. 15, SOUTH PORCUPINE, ONT.	235-3345
District No. 16, THUNDER BAY, ONT.	344-8421
District No. 17, KENORA, ONT.	468-8971



Ministry of
Transportation and
Communications